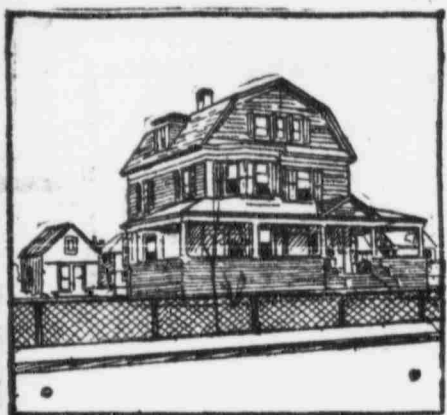


**EXCEPTIONAL OPPORTUNITIES**



# ROCKVILLE CENTRE, L. I.

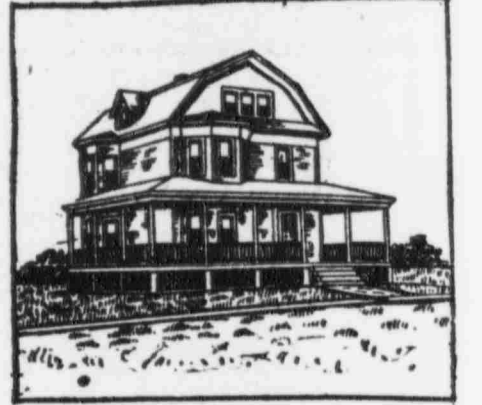
## RIVERSIDE PARK,

45 Minutes from New York City, 10 Minutes from Station; Water, Electric Lights, Gas and Sidewalks. The Most Beautiful Section of This Most Progressive Village. Fully Restricted for Home Sites. A modern 8 room dwelling, price \$6,000; lot 75 by 150. Also plots 75 by 138 at \$1,650. Terms to suit. The best Real Estate Men in Rockville Centre are buying at Riverside Park. If this proves it to be the best property in the village, is not their judgment of value to you?

**THE ARTISTIC HOME COMPANY,**

Telephone 70 Rockville.

88 VILLAGE AVENUE, ROCKVILLE CENTRE, L. I.



### LONG ISLAND'S REALTY BOOM.

VALUES ADVANCING AND HOUSES GOING UP EVERYWHERE.

Cottage Colonies Are Most Numerous on the South Coast and Big Estates on the North Shore—Farms Giving Way to Building Sites—Noted Beaches.

Long Island is divided into three distinct sections, each possessing characteristic features: the north shore, high and rugged, its tree clad hills skirting the shore of Long Island Sound, in some cases forming precipitous bluffs and in others sloping gradually down to broad sandy beaches, bordering on sheltered inlets and harbors; the wide central plateau, its smooth level surface traversed by a network of roads and highways and sprinkled with lakes and streams; and, lastly, the south shore, the great ocean front of New York State, with splendid beaches and great protected bays. The topography of the country, with a low seaboard along the south shore and rising to a considerable altitude along its northern coast, permits the cool air sweeping in from the Atlantic in summer to cross the entire width of the island.

The wide level roads connecting all parts of the island form the greatest system of automobile highways in the East. The famous Merrick road extends the length of the island along the south shore, midway between the railroad and the coast line. This great highway, together with the old Rockaway road running to the beaches on the Rockaway peninsula, Hillside avenue, the Hoffman Boulevard and a number of well kept turnpikes in the northern and central divisions of Long Island, form an unrivaled course for automobiles and are traversed each year by the contestants in the Vanderbilt cup race.

A network of railways reaching every important town furnishes frequent train service. The substitution of electricity for steam as a motive power is cutting down the time of travel. Steamboat communication is supplied by the lines of the Montauk Steamboat Company, which connect the western end of the island with New York City, Block Island and New London.

Long Island has made rapid progress during the last two or three years. In some towns—particularly railroad centres, where development has been especially notable—values have doubled or even tripled. Building has been active and thousands of new dwellings have been erected. The growth has been especially marked in the towns and villages along the south side branch of the Long Island Railroad.

The south shore has long been a great seaside summer resort. It consists of two separate coast lines, an ocean and a bay frontage. A narrow, sandy spit of land, with a chain of islands through which wind numerous channels, extends for almost 100 miles from its southern boundary. Between this bar and the mainland lies a wide stretch of calm water, ideal for boating, fishing or bathing. This sheltered stretch of water is divided up into three main divisions—the Great South Bay, extending more than eighty miles in length between the mainland on one side and the protecting reef of Fire Island beach on the other; Moriches Bay, and Shinnecock Bay at the eastern end of the island.

In summer the Great South Bay is alive with pleasure craft. Sailing, fishing and yacht racing are popular both among the summer idlers and the permanent inhabitants of the seaport towns. In winter iceboats and the far famed scooter, a semi-amphibious craft peculiar to the locality, reign supreme.

The Long Island towns are models of enterprise. Electric light, gas and water supply are under municipal control in nearly all, and each has its board of trade, wide awake to the welfare of the community.

Pure water is obtained in abundance. Every town has its own supply, furnished by springs or by driven wells. Practically all of the surface water in the streams and lakes in Nassau county is under the control of the Brooklyn water works system and is utilized for city consumption.

Beyond the belt line trolley service connecting the towns of Hempstead, Mineola and Freeport, the residents are forced to depend upon the railroad for transportation. However, two new trolley lines are proposed. One is to run from Patchogue along the south shore, connecting Islip, Babylon, Freeport, Rockville Centre and other towns with New York by means of the Blackwell's Island Bridge over the East River. Because of important concessions made by a number of towns in granting the franchise, the promoters of the railroad have agreed to charge only single fare between Rockville Centre and New York.

The other trolley is a cross island line, running from Great South Bay to Huntington on the north shore and passing through Hempstead, Mineola, Garden City and other important centres. Neither line is under construction as yet.

Another project of importance is the widening and extension of the Mill River from the Bay to the Merrick road. This would provide a navigable waterway between the Great South Bay and many of the present towns and villages. The necessary permits have been obtained, but also vessels laden with building materials and supplies of all kinds. The necessary consents have been obtained, with the exception of a release of certain privileges permitting the damming of Mill River near Rockville Centre. The final obstacle is expected to be removed shortly, as it is said to be to the interest of the possessors of the privileges to permit the construction of the canal.

Along the north shore the appearance of

21 MINUTES FROM BROADWAY

HOLLIS TERRACE

WITHIN THE 5¢ FARE ZONE

**HOLLIS TERRACE**

REAL RAPID TRANSIT NOW

IF ALL

intending purchasers of lots

would visit Hollis Terrace and see

the natural advantages it possesses they

would buy NOW. Why purchase property

where better transportation is only PROMISED,

when you can enjoy the THIRD RAIL ELECTRIC TRAIN service on L. I. R. R. TO-DAY?

Hollis Terrace is the first station beyond Jamaica and

has all city improvements and conveniences of the

highest standard. Nearer than the Bronx and one-fifth

the price. Write us for additional information, book-

lets, tickets, etc., or, better still,

**GO AND SEE THE PROPERTY TO-DAY**

Free Tickets from Our Men at the Station.

Take L. I. R. R. Train at East 34th, 9:40, 11:20 A.M.,

12:10, 1:40, 2:50, 3:10, 4:10 P.M., or Flatbush Ave.,

10:33 A.M., 12:10, 1:05, 2:10, 3:30, 4:30 P.M. Nostrand

Ave., 4 minutes later. East New York, 8 minutes later.

**N. Y. & PITTSBURG REAL ESTATE CO.,**

356 FULTON ST. (Nassau Trust Co. Bldg.),

BROOKLYN.

NEW YORK & PITTSBURG REAL ESTATE CO.

356 FULTON ST.

NASSAU TRUST BUILDING

BROOKLYN.

ON MAIN LINE

L. I. R. R.

the country is widely different from the low, sandy beaches of the ocean front. A long chain of rolling hills skirts the Sound, sloping steeply down to the shingly beaches. In many cases the hills descend abruptly forming precipitous bluffs against the base of which the waves of Long Island Sound when roughened by the strong north winds which sweep across the broad stretch of open water from the Connecticut shore. The coast line is extremely broken, numerous rivers forming quiet anchorages in rough weather.

Groves of forest trees cover the hills and extend down into the valleys, forming a pleasing contrast to the open country of the interior. Many big estates owned by New Yorkers are located at Great Neck, Roslyn, Oyster Bay and elsewhere along the Sound-shore. All through this region are sites commanding a view of Great South Bay on one side and the distant hills of Connecticut on the other.

The interior of Long Island is given over almost entirely to agriculture. Cultivated fields extend for miles in every direction, the fertile soil of the broad, level plains bearing abundant crops. A number of important towns are located in the central division, foremost among which are Hempstead, Mineola and Garden City, the cathedral city of Long Island.

Beyond the agricultural region at the eastern extremity of Long Island are the Shinnecock Hills, bordering the bay of that name. In this vicinity between Shinnecock Bay and Montauk Point, the extreme eastern tip of the island, lies one of the finest country homes in Suffolk county. A navigable canal, dug originally by the Indians, connects Shinnecock Bay with Peconic Bay, which lies between the two long arms forming the eastern extremity of Long Island. The canal forms a direct water route to Shelter Island, Great Neck, and other islands and other resorts, is a region of exclusive cottage colonies and summer hotels.

**New Long Island Suburbs.**

Forest Hills, just opened by the Cord Meyer Development Company, is on the main line of the Long Island Railroad, ten minutes from Long Island City and adjoining Forest Park. The main approach to Blackwell's Island Bridge is to be on Thompson avenue, which passes through the centre of the property. The Brooklyn Rapid Transit Company has applied for a franchise for trolley service to run on Metropolitan avenue and on Queens Boulevard, which is the main street of Forest Hills. Queens Boulevard is to be widened to 200 feet, the trolley line to connect with the Brooklyn Elevated road at Latham Cemetery to New York City.

The Long Island Railroad Company has acquired two acres of land as a site for a new station, which will be macadamized and elevated to eliminate grade crossings.

By the Pennsylvania and Belmont tunnels, Forest Hills will be brought within fifteen minutes of New York. There are three miles of streets now laid out with sidewalks and curbs, and the company has built fourteen houses and plans are being drawn for many more.

cock the plot, 60x100, on the east side of Nineteenth street, 180 feet south of State street, to J. H. Eichhorn the plot, 60x100, on the west side of Twentieth street, 218 feet south of Mitchell avenue, and to Emil and Emma Wahl the plot, 60x100, on the east side of Nineteenth street, 208 feet south of Mitchell avenue, Broadway-Finishing. Also, to Joseph Shinn the plot, 138x150, on the southwest corner of Arleigh and Douglas roads, to Mary E. Shinn the plot, 60x100, on the north side of Park lane 65 feet east of the Centre Drive, and to Douglas Kubik the plot, 60x100, on the north side of Park lane 245 feet west of the East Drive, Douglas Manor.

The McKnight Realty Company reports the following sales at Lawrence Manor, Bay-side, Queens, for 1906: to J. H. Eichhorn, 60x100, 14, 15 and 16, on Fifth street, for \$1,200; to Miss Bertha G. Sellenck, lots Nos. 27, 28, 29, 30 and 31, on First street, for \$1,200; to Nathan J. Booth, lot No. 10, on Bell avenue, for \$1,250; to Vincent G. Newman, lots Nos. 20, 21 and 22, on First street, for \$2,200; to W. C. Black, lots Nos. 4, 5, 6 and 7, on Montauk avenue, for \$2,500; to A. A. Hanscom, lots Nos. 1, 2 and 3, on Montauk avenue, for \$1,800; to Peter C. Uilo, lots Nos. 19, 20 and 21, on Eighth street, for \$1,200; to their Flushing Terrace property, the following sales: to Amos & Piersol, lots Nos. 1 and 2, on Fifteenth street, for \$425 each; to Benjamin Ginsberg, lots Nos. 16 and 17, on Fifteenth street, for \$500 each; to Gustav Hennig, lots Nos. 1, 2, 3, 4 and 5, on Sixteenth street, for \$300 each.

Garden City Estates have recently opened up for the section which will be laid out in the same manner as the part now being sold. One of the most attractive features will be a boulevard 100 feet wide, paved throughout its entire length. Maxson & Co., prominent builders of Westchester, N. Y., have purchased some fifty odd lots, on which twenty houses will be immediately constructed. In addition to these houses a large number are being built by the corporation itself.

Hollis Terrace, twelve miles from the New York City Hall, will be fifteen minutes from Manhattan on the completion of the East River tunnel. Hollis Terrace is located at Hollis, the first station beyond Jamaica on the main line of the Long Island Railroad. It is situated on fine, high, sandy ground and possesses natural advantages for homesites. There are city conveniences, including police and fire protection.

The Artistic Home Company of Rockville Centre, L. I., is building at Riverside Park, a new section of Rockville Centre. Side walks have been laid and there are water, electric lights and gas. The property is fully restricted and a number of modern houses have been erected.

S. Osgood Pell & Co. have sold for F. K. Pendleton and W. G. Park a block front of twelve lots on Pierce avenue, Radde and Academy streets, Long Island City, to a New York investor. Mr. Pendleton has also sold a block front of nineteen lots at Pierce, Fourth and Fifth avenues. Both parcels are within a few blocks of the new bridge plaza.

Mr. Pell & Co. have also sold to James P. Clark a tract of seventeen lots at Hollis, L. I., lying in the business section of the town. The tract is bounded by the Kaplan avenue, near Hillside avenue, to a New York investor, also the corner of Jeffery and Pierce streets, Jamaica, and ten lots on New York avenue near Farmers avenue.

**Private Sales.**

THIRTY-NINTH STREET.—Carl E. Randrup has sold for Potter & Bro. to William Franklin Paris the four story high school dwelling at No. 83 West Thirty-ninth street. Mr. Paris intends to use the building for his studio.

have sold for the estate of Lydia W. Randel No. 60 Edgewood avenue, a three story and basement dwelling, on lot 1285.

SEVENTH AVENUE.—Pocher & Co. have sold the six story and basement flat with stores, at Nos. 201 and 203 Seventh avenue, on lot 37,103x100, for Benjamin Flossheim to Gustav Basch.

FOURTH STREET.—M. Morgenstern, Jr. & Co. have sold for the Standard Operating Company (S. G. Hess) the Pilatus, a six story and basement elevator apartment house, on lot 30,999.11, at Nos. 315 and 316 West 141st street.

FOURTY-FIFTH STREET.—The McKnight-Gallagher Realty Company has sold the Belmont, a nine and one-half story apartment hotel, at Nos. 118 and 118 West Forty-fifth street, to J. H. Eichhorn, for \$1,200. E. Greacen holds title to the property.

FOURTY-EIGHTH STREET.—The McKnight-Gallagher Realty Company has sold No. 85 West Forty-eighth street, a four story and basement brownstone dwelling, on lot 22,100.5, Columbia College leasehold.

EIGHTY-FIRST STREET.—Marin Le Brun Cooper has sold No. 3 East Eighty-first street, a four story and basement dwelling, on lot 20,810.2.

NINETEEN STREET.—H. J. Sachs & Co. have sold for E. Greacen the Belmont, a six story and basement dwelling, at No. 107 East Nineteenth street, a four story building, on lot 25,102, to Edward Sachs, who owns No. 120 West Seventeenth street, a three story building, at No. 38 West Thirty-fourth street, to Daniel Loewenthal the three story and basement dwelling, on lot 107 East 128th street, on lot 25,999.41.

SECOND AVENUE.—Emanuel Simon has sold for George C. Engel to Elias Rosenbaum and W. Nos. 1384 and 1386 Second avenue, two four story flats, on lot 50,725.

THIRD AVENUE.—Simon Schumacher has sold for Emanuel Simon, a six story building, with stores, on lot 25,310.1, from the Lichtenstein estate.

NINTY-FIFTH STREET.—Joseph H. Davis has sold the Vancouver, a new six story elevator apartment house at Nos. 312 and 314 West Ninety-fifth street, on lot 75,100.8.

ST. NICHOLAS AVENUE.—David Stewart has sold for Mrs. Agnes McCullum No. 862 St. Nicholas avenue, a three story high stoop, stone front dwelling, on lot 21,280.

THIRTY STREET.—The ten Realty Company is reported to have sold the plot, 70,190.11, on the north side of 135th street, 200 feet east of Fifth avenue.

AMSTERDAM AVENUE.—Samuel and Herman Pekelman have sold the two story flat, on lot 100,110.100 at the northeast corner of Amsterdam avenue and 124th street.

TENTH STREET.—Emanuel Simon has sold for Bernard Goodman to Simon Schumacher No. 221 West Tenth street, a five story flat, on lot 25,935.3.

EASTERN BOULEVARD.—Steven B. Ayres and W. H. Fuller have sold to James C. Henderson the plot 75,200 on the west side of the Eastern Boulevard, running through to Tremont terrace.

LEXINGTON AVENUE.—Kurz & Uren have sold for the Milton Realty Company the five story business building, on lot 25,100, at No. 645 Lexington avenue, between Fifty-fourth and Fifty-fifth streets.

**Miscellaneous.**

The H. H. Fuller Realty Company has leased for Samuel Cohen and D. J. Mack to the Simmons Manufacturing Company for a long term of years the five story building containing 50,000 square feet at No. 603 to 607 West 41st street.

M. Morgenstern, Jr. & Co. have leased for ten years the southwest corner of Fifth avenue and Sixteenth street, a four story building on lot 98,103.80, now occupied by the Weber Piano Company. The new tenant will remodel the premises and probably occupy the corner store with a cigar business, sub-letting the balcony.

The McKnight-Gallagher Realty Company were the brokers in the sale of the Munroe building at Vandewater and Rose streets,

### Taken from Long Island R. R. Time Table.

WINFIELD	4 miles	Douglaston	12.2 miles
Broadway-Flush.	9.2 "	Westmorland	12.7 "
Jamaica	9.6 "	Laurelton	12.9 "
Bay Side	10.9 "	Queens	13.2 "
Hollis	11.5 "	Springfield	13.2 "

### Don't You Think It Foolish

to go farther out when you can buy lots within FOUR miles of Manhattan Island at the same prices you have to pay three times the distance?

We have about 200 lots at

## WINFIELD

within two minutes of the station and a short distance from the

### New Pennsylvania Railroad Terminal in Long Island City,

with streets graded, cement sidewalks, water, gas, electric light, etc. They are not the twenty foot kind. The smallest we have is 25 x 100. In fact, it is the best proposition on Long Island to-day.

With the Belmont Tunnel in operation this Summer, the Blackwell's Island Bridge nearing completion and the building of the Terminal Station, all of which directly benefit this property, it is easy to see that the values must advance rapidly as these improvements go on.

We are selling on easy terms, with a discount for cash, and advise you to look into this at once, as 200 lots are a small parcel and if you are in the market for a bargain you cannot do better than investigate this proposition at your earliest convenience.

### H. B. WOOD DEVELOPMENT COMPANY

TIMES BUILDING

Broadway and Forty-Second Street

New York City

### CHOICE ACREAGE

**GARDEN CITY**—12 acres adjoining Cathedral property on Hempstead Turnpike (Trolley); a beautiful piece for a residence site or to cut up. Has a road frontage of 1,800 feet. Is very high and perfectly level; at \$2,500 per acre.

**JAMAICA**—22 acres with frontage on Rockaway and Old South Roads. Trolley on Rockaway Road. The cheapest piece of property in the vicinity. Price per acre, \$2,850.

**SPRINGFIELD**—15 acres at Station. Frontage on Merrick Road, the great Motor Highway of the South Shore, and Springfield Avenue. Developments all around it. Price, \$3,750 per acre.

**91 LOTS** on Atlantic Avenue, at Union Course Station, Brooklyn, Third rail. Price, \$60,000.

### W. M. PAUL,

Broadway and Forty-second Street

Times Building,

New York City

to Thomas E. Greacen. Title passed several days ago. George R. Read & Co. negotiated the lease of No. 5 East Thirty-third street to E. F. Bonaventura.

Leslie S. Lockhart has rented for A. Frankfeld & Co. for a term of years a five story flat on Franklin street, at No. 38 West Thirty-fourth street, to the Balaban-Bragdon-Webb Company.

E. G. B. Riley & Co. have leased for the George H. Warren estate the store at No. 307 Broadway to a client for a term of five years.

Charles E. Duroso has leased to John Finkel for the Prudential Real Estate Corporation No. 120 West Seventeenth street, a three story dwelling, adjoining St. Francis Xavier's College, for a term of years.

The Star and Crescent Realty Company has moved from No. 801 Flatbush avenue, Brooklyn, to No. 819 Flatbush avenue.

George B. Read & Co. have leased to William Shaw for a term of years the store and basement at No. 224 West 135th street.

The Leonie Heights Land Company is developing a tract at Leonia on the western slope of the Palisades. The property is fifteen minutes from Harlem by the 130th street ferry, or forty minutes from Chambers or Twenty-third streets by the Northern Railroad.

The property is in a developed neighborhood, with schools, churches and clubs. The property is fully restricted and has sewer, water, gas, electric lights and concrete sidewalks.

Plans have been filed with Building Super-

intendent Murphy for enlarging the four story residence at No. 20 East Sixty-fifth street, owned by Mrs. Charles H. Sherrill, the improvements including the addition of an ornamental mansard story, to cost \$10,000.

Adrien P. Bedelle, the estate of Architect John J. O'Brien, and the remodeling of the two story residence at Nos. 345 and 347 Franklin street, to the Balaban-Bragdon-Webb Company as owner, the improvements costing \$15,000.

The Manhattan plans for new buildings filed yesterday comprise a three story stable for Rocco Marasco at the southeast corner of Macdougal street and Minetta lane, to cost \$10,000.

The Bronx plans comprise a five story flat with stores to be built at the southwest corner of Washington avenue and 187th street for James Mulholland, to cost \$7,000; a four story flat with stores on Garfield street, east of Columbus avenue, to cost \$7,000; a four story flat on Washington avenue, south of 170th street, to cost \$15,000; two two story and attic dwellings on 225th street, west of Macdougal street, to cost \$7,000 and \$4,000 respectively; a three story stable and office ground floor stores for the Schmitt Furniture Company as owner, the improvements costing \$15,000.

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### BRANCH OFFICES

**The Sun**

DAILY SUNDAY EVENING

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**BOSTON**—MASS.—Room 20, Globe Bldg., Washington St. T. P. Harrison.

**NEWARK**—N. J.—704 Broad St.—F. N. Scribner.

**CHICAGO**—ILL.—1002-1004 Tribune Bldg.

**ATLANTIC CITY**—N. J.—Walter E. Edgar.

Department of Peace & Elliman, has rented the country house of Mrs. Charles E. Sherman known as the Bras at Lawrence, L. I., to Mr. James A. McVrea.

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